

# MOTORING

BY HOWARD S. FISK.

WITH the exception of 12 miles of unfinished road, Washington motorists can now motor to Frederick, Md., a distance of 52.6 miles, over a concrete and macadam highway that cannot be exceeded, at the time the touring season opens this one mile stretch will be completed and the city of Frederick will prove a new motorists. The only unbroken link in the chain is at Meadowbrook hill, about three miles north of Gaithersburg. Fortunately it will be a welcome news to the motorist to learn that this hill is to be entirely eliminated with the construction of the new road. The new road has been cut through the hillside to the left of the present steep grade and when

road, which has been in existence for a few years, which continues to Henderson's Corner and the road to the left to Gaithersburg. The concrete and the macadamized road have not as yet been properly joined together, and as a result there is a sudden drop and a big hole between the two highways. Motorists should watch out for this break in the roadway, otherwise a broken spring or two might be the result. Bearing slightly to the right we followed the macadam road, and when the odometer of the machine read 25.9 miles we turned into the right fork, passing a large barn on the right. The left fork is the old dirt road to Frederick, via Clarksville and Hyattsville. Winding around through a rich farmland section we soon pulled into Cedar Grove, 28.7 miles from our starting point. Keeping straight ahead through the town we next passed through the flourishing little village of Cedar

day, made motoring unpleasant at times. The itinerary of the trip was as follows:

Miles	Town	Miles
0.0	Washington, D. C.	52.6
8.2	Bethesda	44.4
13.2	Rockville	39.4
15.2	Gaithersburg	37.4
17.2	Neelsville	35.4
20.2	Cedar Grove	32.4
25.9	Clarksville	26.9
28.7	Damascus	23.7
32.8	Chaggettville	19.8
38.7	Elkville	13.8
44.6	New Market	7.6
52.6	Frederick	0.0

## Left for the South.

E. S. Jordan, sales manager of the Thomas B. Jeffery Company, was a visitor in the National Capital for a few days last week. While here he was the guest of the Combs-Howard Company, local representative for the Jeffery line. Mr. Jordan was well pleased with the outlook for spring business, and particularly in the truck line. He said that the European war had given a great impetus to the truck industry. During the past week orders had been received from a foreign government to furnish trucks amounting to \$5,000,000.

## E. S. Jordan on a Visit.

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## Now Selling Franklins.

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## EMMITSBURG HALF MILE IS SUBJECT OF A PLEA

Maryland Town Wants State Commission to Build Highway Link.

An application for the construction of about half a mile of the state highway within its corporate limits is to be made to the state roads commission by Emmitsburg. The commission will this year build the remaining link of the Emmitsburg highway to the Pennsylvania state line, and it has been reported that the half mile of road in Emmitsburg has not been considered by the commission. Unless this link is improved there will be about a half mile or more of the Washington-Gettysburg road in bad shape. In making this request to the commission the citizens of Emmitsburg will use the plea put up by New Market and Middletown. The state built improved roads through both the incorporated limits of New Market and Middletown.

## New Market Squabble Recalled.

In New Market there was a hot fight among the residents to repeal the charter of the town. The squabble was carried to the Maryland legislature, but the commission said that irrespective of the fact of whether or not New Market was an incorporated town the road in its limits would be improved. The link has been built.

Pennsylvania will take up the improved highway at the Mason and Dixon line and will continue the improvement straight through to Gettysburg or until the entire stretch is a modern constructed highway. It was this agreement between the commissions of the two states that brought about the improvement in Frederick county.

## Fine Highway Ultimately.

With this link finished there will be a fine highway from Baltimore to Gettysburg, via Frederick, from Washington through Frederick to Gettysburg, and from Hagerstown, through Frederick to Gettysburg. The Emmitsburg pike intersects the national highway in Frederick, extending south through Frederick to Washington. The county commissioners have now about decided upon all roads in Frederick county which are to be improved according to the Shoemaker plan. The commissioners have decided to build about three miles of road from Brunswick connecting with the state road, about a mile and a half of road from the Finger-board to Price's distillery, making four and a half miles in all.

## Reo Six Arrives Here.

Announcement was made yesterday of the arrival of the first of the 1915 Reo six-cylinder touring cars by the Smith-Trew Motor Company. The car was placed on display in the local salesroom, 829 14th street northwest, and attracted considerable attention.

## ELECTION OF OFFICERS BY MOTOR CYCLE CLUB

Washington Organization Chooses Leaders and Inaugurates Plans for Permanent Home.

At the meeting of the Washington Motor Cycle Club Wednesday night officers for the coming year were elected.

and installed. The following will serve for the coming year: J. McL. Seabrook, president and publicity secretary; John K. Willis, vice president; George T. Cochran, secretary and treasurer; Dewitt Willis, captain; A. R. Seabrook, first lieutenant; E. O. McCraith, sergeant-at-arms; and E. H. Harnden, chairman of the entertainment committee.

## Treasurer's Report Gratifying.

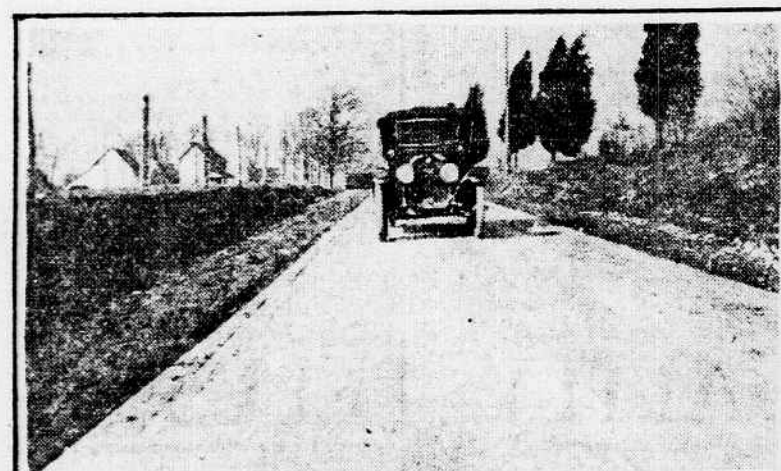
The report of the treasurer was rated as very gratifying by the club. In the past the organization has been meeting at the store of Howard A. French & Co., 424 9th street northwest, but now that the membership has increased the members feel the need of

better quarters. A committee was appointed by the president to look for a suitable suite of rooms and report next Wednesday night. No expense will be spared in the equipment of the rooms and all the members are looking forward to the time when they will be comfortably housed in quarters of their own.

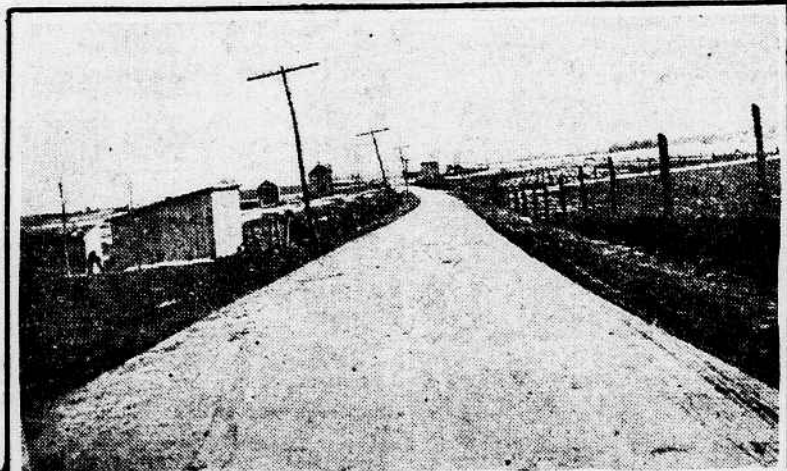
## Applications for Membership Filed.

Several applications for membership were handed in by the membership committee, but action upon same was deferred until next week. The club plans to hold during the coming season an economy test and several two-day trips extending over the various national holidays. Such prizes will be offered in economy tests and also to those who finish the runs with perfect scores.

## NEW WASHINGTON-FREDERICK HIGHWAY RAPIDLY NEARING COMPLETION.



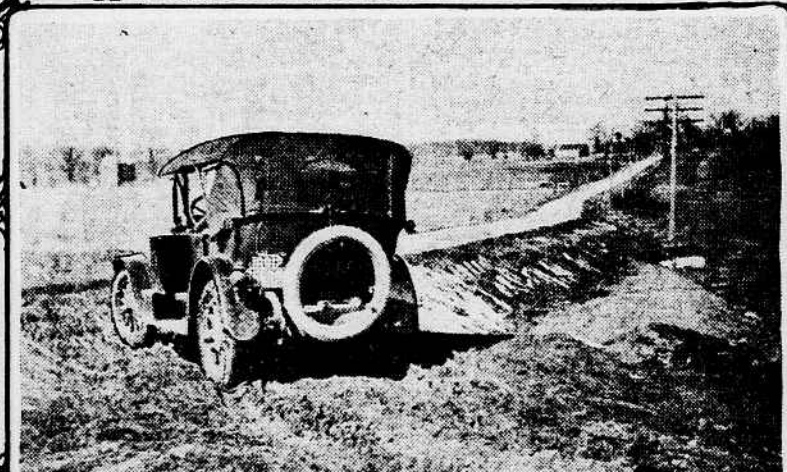
ON THE CEDARGROVE ROAD



NEW CONCRETE ROAD NORTH OF DAMASCUS



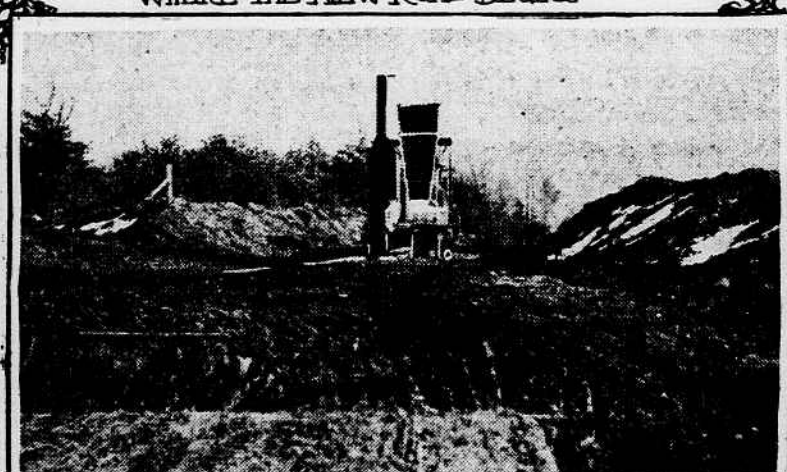
ARRIVING AT CEDARGROVE



WHERE THE NEW ROAD BEGINS



PUTTING ON CHAINS MEADOWBROOK HILL



CUTTING GRADE FOR NEW ROAD

completed will add much to the pleasure of motoring.

A midweek run was made over the new highway to the county seat of Frederick county and the trip thoroughly enjoyed. Swinging the nose of the big Buick "Six" of Ed B. Terry, which has been engaged in pathfinding over 25,000 miles of roads within the past year, northward from the Star office shortly after 10 o'clock last Wednesday morning, Rockville, Md., was the first objective point. Mr. Terry was at the wheel, accompanied by The Star's automobile reporter. The trail led out Massachusetts avenue, extended to Wisconsin avenue, where a right turn soon brought us into Tenleytown. Crossing the electric car tracks just beyond the station of the 7th police precinct, we followed the smooth macadam roadway, crossing the car tracks again at the District line.

We continued to follow the trolley line, passing through Somerset and Drummond and at 5.2 miles turned to the right at the blacksmith shop, where more leaving the car tracks, which bore to the left at this point. The speed limit all through this section is eight miles per hour, as is indicated on signs posted along the roadway. The velvety highway was then followed the remainder of the distance into Rockville, the county seat of Montgomery county, 15.5 miles from Washington.

## Take Rear Road.

Keeping to the rear road through the town, which was formerly a heavy dirt road, we did not enter the town, but continued in a due northerly direction, crossing the tracks of the Baltimore and Ohio railroad a short distance beyond, and kept straight ahead, through the upper portion of Gaithersburg. It is through this section that the new macadam road has been constructed, followed on the outskirts of the town with the new concrete section, which continues for a distance of four miles beyond Gaithersburg. When we made the trip last week we found the dirt road section, which is unfinished, in very bad shape. The road was muddy and extremely heavy. We managed to plug through the mire, at times up to the hubs of the machine, but it was not until after we had crossed the small iron bridge and cut our way through the lowlands at the foot of Meadowbrook hill that the "going" looked dangerous to us. We "tanked" through the mud, "side-stepping" the "tanking" holes whenever we could, but didn't "hesitate" until almost at the brink of the stiff grade and the big car commenced to gently "slide" backward on the slippery mountain-like road. Slapping on the brakes, we broke out our chains and equipped the rear wheels, and within a short space of time we had negotiated the hill and once more took up with the new concrete stretch, which has been completed at the top of the hill. From this point on everything was clear sailing. After a run of 1.5 miles we came to the end of the new concrete road. Here it joins the macadam

Heights, where we stopped a moment to secure information. Many of the residents along this new highway have taken advantage of the improvement and have likewise improved their homes and surrounding property to keep in harmony with the splendid road. This is but one indication of the result of a permanent road of this character.

## Damascus Next Town.

The next objective point on the run was Damascus, where the new concrete road connects with the road from Laytonville and Washington Grove. It was because of the new highway that we selected the road northward from Rockville to Gaithersburg and Cedar Grove in preference to the one via Washington Grove and Laytonville, as portions of this road are in bad shape and very muddy at times. As we neared the town the road swung around to the left and into the main street. Damascus is 22.5 miles from Washington via this route.

The next town through which we passed was Chaggettville, 24.3 miles distant from the National Capital. The road runs directly through the center of the village and leads to the right about a half mile beyond at the forks, with the frame church in the center of the two roads, in the main center of the two roads, in the direction of Rockville. The road to the left of the church is of the dirt variety and takes the motorist to Kemp town and New Market. On arriving at Rockville, 28.7 miles, we turned sharply to the left over the Baltimore-Frederick turnpike and headed for the county seat of Frederick county. Rockville is situated at the junction of the Washington and Baltimore highways and is one of the popular runs out of Washington. Within the past year an excellent macadamized highway has been constructed from Baltimore to the western border line of Maryland, and it was over a portion of this that we journeyed on the run to Frederick. Situated directly on the same pike is the town of New Market, where we reduced speed in accordance with the speed limit signs posted on the outskirts of the town. New Market is 44.5 miles from Washington, jogging along over the hills it seemed more like a roller-coaster ride than an automobile trip. The country is rolling for miles and miles and through a beautiful scenic section, which always appeals to the tourist.

About five miles south of New Market we dropped a considerable height down to the Monocacy river, which we crossed over "Jug" bridge, made famous by the large stone bridge monument which adorns the southern approach to the structure. The run from New Market into Frederick is a delightful one, and when the odometer of the machine registered 52.6 miles we had pulled up in front of the hotel in the center of the town on West Patrick street and proceeded to enjoy a good dinner. Frederick was reached shortly after 1 o'clock. The return trip was made over the same route. On arriving at the concrete road is broken, we lost no time in putting chains on the rear wheels. After plowing through the mud we were once more on terra firma and, removing the chains, resumed our journey homeward. Washington was reached shortly after 4:30 o'clock. No trouble of any character developed on the run. The day was ideal, although a strong northwest gale, which blew all

## URGED TO RUN FOR SHERIFF.

T. H. Wildman May Seek Republican Nomination in Prince Georges

Thomas H. Wildman, deputy commissioner of motor vehicles of Maryland, is being urged by his friends to run for sheriff of Prince Georges county. Mr. Wildman is a resident of Bladensburg district and has been prominent in the work of his party for many years past. With the appointment of several automobile deputies more than a year



THOMAS H. WILDMAN.

ago he was selected by the Governor of Maryland for one of the positions and has during that time devoted most of his attentions to the Baltimore-Washington boulevard and roads in southern Maryland. He was at one time postmaster at Landover, Md., and was defeated by only a small margin at the last election for the Maryland legislature. Mr. Wildman has established a record in reducing speeding and accidents on the new Maryland state roads and frequently is called upon by Commissioner Harry A. Roe at Baltimore to participate in investigations with reference to automobile traffic in the state.

## Driving Studebaker Cars.

Nineteen-fifteen Studebaker cars were delivered within the past few days to Mr. B. Roosevelt, H. Herschberger and Dr. L. A. Walker.

## Purchase Argo Roadsters.

W. E. Smith has purchased an Argo roadster and expects to leave today for New York city over the road. A car of the same type has also been delivered to F. M. Huxson.



Where can you get a greater choice of models? As for features, select what you want. You can have it in the Baker—shaft drive with worm gear in one car—with bevel gear in another; you can have front drive, rear drive or double drive—lever steer or wheel steer. Whatever your preference in features, you can get what you want combined with new bodies of beautiful design, and a chassis conceded structurally superior the world over



IMMEDIATE DELIVERIES.

The Cook & Stoddard Co., 1138-40 Conn. Ave. Tel. North 7810.

# Actual Size 5-inch "Non-Skid" FIRESTONE

Fig. 1. 7 plies of Sea-Island fabric in Firestone—some are satisfied with 6.

Fig. 2. Extra coating of finest rubber between fabric layers in Firestone—not in the ordinary.

Fig. 3. 1/4 inch Pure Para Rubber cushion layer in Firestone—none in the ordinary.

Fig. 4. 3/32 inch Breaker Strip of Sea-Island fabric and high-grade rubber in Firestone—less in the ordinary.

Fig. 5. 1/4 inch Tread, tough, resilient, gripping in Firestone—less in the ordinary.

Fig. 6. 1/4 inch side wall of strongest rubber in Firestone—less in the ordinary.

Fig. 7. Firestone Bead, built into tire specially for clincher rims in Firestone.

In the ordinary tire the clincher part of bead is only a patch applied to straight side type to fill "clincher" space.

Yet you pay only \$39.80 for this 37x5 inch FIRESTONE NON-SKID—20% below the average of four widely advertised makes.

# Actual Size 3-inch "Plain Tread" FIRESTONE

Fig. 1. 4 plies of fabric in Firestone—3 plies in the ordinary.

Fig. 2. Extra coating of finest rubber between fabric layers in Firestone—not in the ordinary.

Fig. 3. 1/4 inch finest rubber cushion layer in Firestone—none in the ordinary.

Fig. 4. 1/8 inch breaker strip of high-grade fabric and high-grade rubber in Firestone—same quantity.

Fig. 5. 1/4 inch tread tough, resilient, in Firestone—1/4 inch in the ordinary.

Fig. 6. 1/4 inch side wall of strongest rubber in Firestone—less than 5% more than four widely advertised makes.

Fig. 7. Bead of extra cohesive strength in the Firestone—same size bead in others.

Yet you pay only \$29.40 for this 30x3 Firestone—less than 20% below the average of four widely advertised makes.

	Case Round Tread	Case Non-Skid	Grey Tube	Red Tube
30 x 3	\$ 9.40	\$10.55	\$2.20	\$2.50
30 x 3 1/2	11.90	13.35	2.60	2.90
32 x 3 1/2	13.75	15.40	2.70	3.05
34 x 4	19.90	22.30	3.90	4.40
34 x 4 1/2	27.30	30.55	4.80	5.40
36 x 4 1/2	28.70	32.15	5.00	5.65
37 x 5	35.55	39.80	5.95	6.70
38 x 5 1/2	46.00	51.50	6.75	7.55

# Firestone Prices In Public Favor

Look for the Reasons Inside

ABOVE we show some of the inside reasons for the growing demand for Firestone Tires and Tubes. This demand increased our output last year alone 78%. This demand brought to us 50% more dealers last year. This demand, because of inbuilt Service, has made us grow into the largest organization of tire specialists in America.

Nothing but Mileage. Mileage at the lowest cost, plus every feature of real service, would have done this.

And nothing short of Firestone quantity and quality of materials can possibly deliver this mileage and riding service.

You need that extra layer of fabric in the Firestone—4 plies instead of 3 in the small size—7 plies in the 5-inch Firestone, for instance, instead of only 6 in the ordinary.

You need that cushion stock in the Firestone. There is none of it in ordinary tires. Yet it is impossible to build a full service tire without a cushion layer under the breaker strip. You must have it to prevent bruising and overstraining the fabric.

Firestone Tires have never been built down to a price. You will find everything in a Firestone that ought to be there. Firestone Tires are vulcanized by the "two-cure" process. This is more expensive than the "one-cure," but it allows rigid inspection in the making and eliminates fabric buckles and other defects.

The sections show these things—the mileage proves them. Ask any neutral repair man which manufacturer gives the most in quality. He cuts into all makes of tires. He knows.

## Firestone Tubes

### Prove Firestone Economy

Firestone Inner Tubes at a lower price than all other established makes may seem too good to be true. But read the price lists. See your dealer. It is a fact. None have equaled Firestone quality in tubes. You can judge that before buying.

Firestones look quality, feel quality, weigh quality. The bulk of pure rubber is there.

Then why is Firestone lower in price? Specialized production on an enormous scale is one reason. The largest specialized tire and tube factory in America cuts cost for you.

Specialized marketing facilities of international scope is another reason. America's largest distributing organization.

These are the reasons why you get the supreme quality of Firestone Tubes at even less than others charge.

The fact that the tube is the very heart of the tire, the foundation of its service, and also that tube quality is easily judged, forces a fairly high standard among all recognized makers. And having to even approach Firestone quality, others go beyond in price. The same relative difference, which means a bigger advantage to you, exists in the tire prices and values.

So compare tires and tubes, inside and out. Compare the prices. Compare the service records among your acquaintances—then get Firestone from your dealer and enjoy "Most Miles per Dollar."

Firestone Tires and Tubes are sold solely to tires and tubes cuts costs for you. The specialist at buying saves you some more. The Firestone policy of small profit to win largest demand saves you more. The low overhead costs and interest charges on the Firestone business save you more.

These are the reasons why you get the supreme quality of Firestone Tubes at even less than others charge.

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# Firestone Tire & Rubber Company, 824 14th St. N. W., Washington, D. C.

Home Office and Factory: Akron, Ohio. "America's Largest Exclusive Tire and Rubber Makers."

# Most Miles Per Dollar